

INFORMATION REPORT

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USER

SUBJECT

L-4197
GP/D
 Motor Grader Briantetz D 265 - Specifications
 and Evaluation (USSR)

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"MOTOR GRADER BRIANTETZ D 265, (RUSSIAN)

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"TECHNO PROMIMPORT, MOSCOW

1. Weight: 8,500 kilograms
2. Dimensions: Length - 7,550 mm Width - 2,300 mm
 Height - 2,650 mm Wheel base (long) - 5,150 mm
3. Wheel Gauge: Front - 1,800 mm Drive wheels - 4
 Rear - 1,850 mm Brake wheels - 2
 Tyres - 1200 x 20 Running wheels - 6
4. Travel Speeds:

1st Gear	1.2	-	1.76	KPH
2nd "	2.2	-	3.22	"
3rd "	4.0	-	5.76	"
4th "	6.8	-	9.8	"
5th "	12.4	-	17.9	"
6th "	22.0	-	32.0	"
Reverse 1st "	1.4	-	2.0	"
2nd "	7.6	-	11.0	"

Mould board length (working organ) with cutting edge 3.040 mm
 Mould board with left extension 3.800 mm
 Mould board width along chord 500 mm
 Cutting angle degree 27-70 degrees
 Horizontal angle of mould board 30-70 degrees
 Cutting edge depth into soil (below wheel level) up to 250 mm
5. Road Clearance: Front axle 400 mm
 Rear axle 300 mm
 Under mould board in transportation position 300 mm
 Front wheel turning radius 12 meters
6. Engine: Type II 54
 HP 54
 RPM 1300
7. Fuel: Diesel USSR Std Oct 305-48
8. Starting Engine: Petrol 2 stroke
9. Central Brake: Dry single plate manual

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10. "Wheel Brakes: Shoe, hydraulic, control foot pedal
11. "Control Box: 4 shaft
12. "Lighting: 12 volt from battery or generator
13. "Fuel Tank Capacity: 185 litres
14. "Starting engine tank capacity: 85 litres
15. "The following notice is displayed near the main engine flywheel clutch:
'During Motor Grader operation fuel or oil should not be allowed to fall on to rubberized connections as this causes them to wear speedily. Oil must be removed from clutch casing if accumulated.'
16. "Remarks: No leaning wheels
3 head lamps, 2 large rear lamps
Small cab, cramped, extremely little head room
Very awkward controls. Impossible to operate foot pedals properly owing to angle
No vision
No side shift on blade. Bolt on extension supplied
Truck type wheels and hubs
Extremely light and narrow tandem housing
4 cylinder engine
Small air cleaner, not suitable for this area
Tank behind cab
Dry clutch
Drive shaft universals have rubber bushings which tend to perish easily
Hour meter fitted"

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